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COUNTRY Germany (Soviet Zone)

SECURITY INFORMATION
REPORT

CIC Central Motor Vehicle Repair Shop in Zeosen

25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 29 October 1957

REFERENCES 25X1

PAGES 5 ENCLOSURES (NO. & TYPE) sketches on ditto

REMARKS

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1. In early September 1951, [] the central motor vehicle repair shop [] was located in Zeosen. Just as the parent plant is on the premises of the former MAC factory in Oberschoeneweide, the installation in Zeosen is located in an SAC plant and has used the workshop facilities since 1945. (1)
2. Chief of the repair shop in Zeosen was a Major Mazarov (fnu), who was subordinate to the chief of the MAC in Oberschoeneweide, allegedly a colonel. Major Makarov (fnu), chief of the assembly shop, was Major Mazarov's deputy. He was also supply officer of the unit and as such responsible for the procurement of spare parts. Major Konnov (fnu) was chief of the dismantling department; Captain Smirnov (fnu) was also attached to the workshop. (2)
3. There was no SAC management. The motor vehicle repair shop, however, employed four German designers and had six Germans working in the bookkeeping section and several others in shop offices. All the German employees were directly assigned to Major Mazarov. Besides this German administrative personnel, there were 500 German employees and workers at the installation. In the early summer, about 600 workers were discharged because of lack of work. Makarov said that this was only a temporary measure, however, as it was expected that an increased number of damaged motor vehicles would be turned in soon. (3)
4. In September, trucks of all types needing repairs from all parts of the Soviet Zone of Germany arrived daily at the installation, exclusively by rail. Up to 20 trucks arrived every day. These trucks, most of them equipped with folding benches for transporting personnel, bore the identification numbers of their units when they were turned in. Mazarov stated that the arrival of 800 Studebaker, 200 Ford and 200 Chevrolet trucks was expected soon. The arrival of these trucks had been delayed by the World Youth Festival in Berlin. (4)
5. The last major shipment of damaged motor vehicles arrived at the installation a long time ago. The shipment consisted of about 1,200 vehicles, some of them heavily damaged during the war. In September, some of these vehicles were not yet repaired. During the period from 1946 to 1949,

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only army vehicles and captured equipment were turned in for repair. Some of these shipments arrived from the U.S.S.R. via Poland. From some of these vehicles, it could be determined that they had come from China. (5)

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6. An average of four trucks of various types and two ZIS or Studebaker tank trucks leave the installation daily after a thorough overhauling. With few exceptions, the repaired vehicles are returned to their units.

7. Almost all spare parts are picked up at the Wildau depot where approximately 3,000 complete sets of truck spare parts were stored during the period of observation. Most of the spare parts were made in the U.S.A. Spare tires were picked up at the DK tire plant in Ketschendorf near Fuerstene-walde. Most of the glass for doors and windshields was picked up from the WED Glass Plant in Babelsberg near Potsdam. Electrical parts and material used in the lathe department and forge of the repair shop were delivered by the MAC in Oberschoene-weide.

8. Lathes requisitioned by the Russians in Germany were currently being repaired in the lathe repair shop and then shipped to the U.S.S.R.

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9. Motor vehicles assigned to the repair shop included 2 wreckers, 20 trucks

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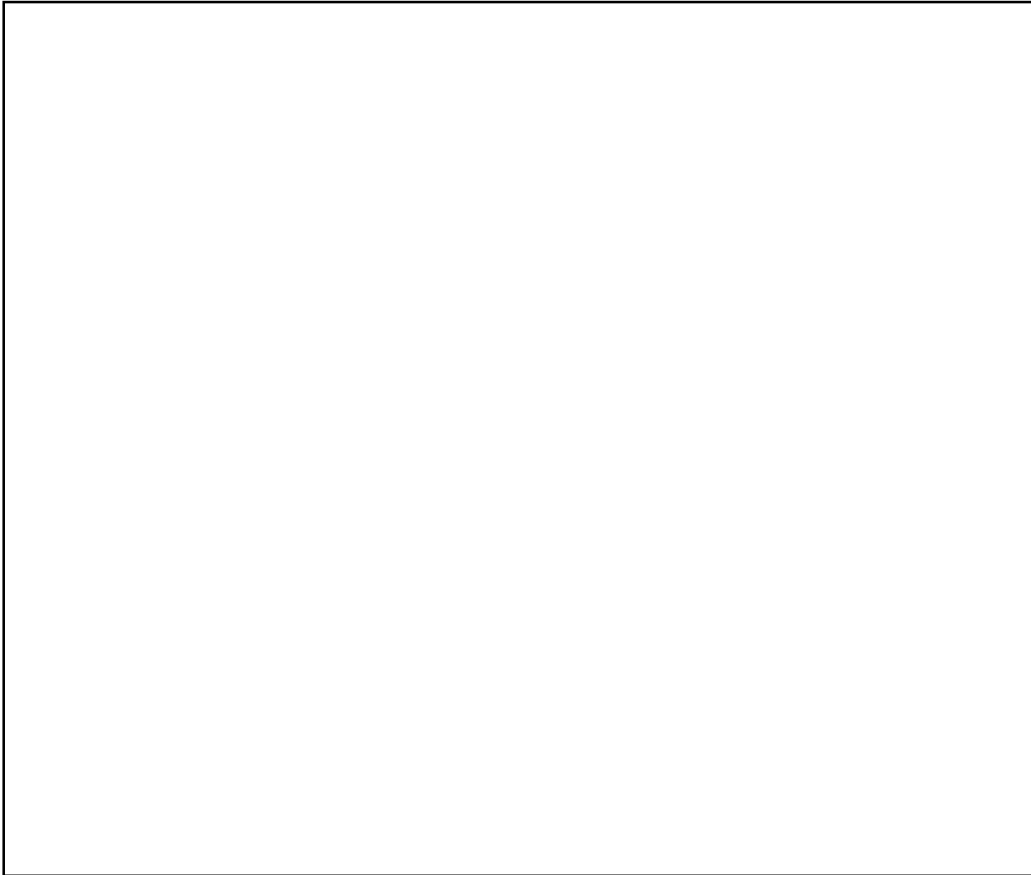
used by the Soviet chief of the installation, 1 fire truck and 1 bus with a capacity of 30 persons.

10. In early August 1951, the production quota for the month of August 1951 was set at: 15 two-axle and 15 three-axle ZIS trucks, in addition to 15 Chevrolet trucks, 19 Studebaker trucks and 69 Ford trucks. Mazarov said that 350 Studebaker and 600 Ford trucks were to arrive. On 8 August 1951, it was announced in a general meeting of the workshop personnel that it would be possible to repair 270 vehicles more in a year if the workshop personnel would arrive punctually at the beginning of their shifts. It was furthermore stated that no leaves would be granted during August and that a special order for 1,000 sheet metal guard plates for tank trucks, 2,000 oil pans, 300 mufflers and 200 searchlights had been received because the workshop was at present not working to capacity. Work in the engine repair shop had nearly come to a standstill. The engines were being repaired in the MAC plant in Oberschoene-weide. Almost all of workers previously employed in this department were transferred to other sections of the installation.

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12. Shipments arriving from the motor vehicle spare parts depot in Wildau (Schwarzkopf - BMAC - LOWA - ADUS) included: engines loaded on truck [redacted] with trailer, on 21 August; tires loaded on truck [redacted] with trailer on 22 August; and radiators loaded on truck [redacted] on 26 August. Source reported that the depot would be transferred from Wildau. [redacted] (6)

13. Outgoing shipments observed at the installation during the period from 6 August to 1 September included:

6 August: Three tank trucks and 12 trucks loaded on railroad cars by Soviet soldiers who had arrived on truck [redacted]; a maintenance truck picked up by truck [redacted]; two tank trucks picked up by truck [redacted] gears picked up by truck [redacted]

8 August: Engines and steering assemblies picked up by truck [redacted]

10 August: Engines and steering assemblies picked up by truck [redacted]

11 August: Maintenance trucks [redacted] loaded on railroad cars by soldiers who had arrived on trucks [redacted]. The same detachment of soldiers took over maintenance trucks [redacted] and left the installation by road.

16 August: Five maintenance trucks [redacted] were loaded on railroad cars by soldiers who had arrived in truck with trailer [redacted]

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25X1 20 August: Several Ford trucks were loaded on railroad cars by soldiers
who had arrived on truck [REDACTED]

25X1 20 August: Twenty-four trucks without motor vehicle numbers, which were
25X1 loaded on railroad cars, left in the direction of Koenigsberg-Hausen.
25X1 Twelve drums with Otto fuel (synthetic gasoline) were picked up by truck
[REDACTED]

25X1 30 August: Maintenance trucks [REDACTED]
25X1 [REDACTED] were taken over by soldiers who had arrived on truck
25X1 [REDACTED] Six drums of Otto fuel were picked up by truck [REDACTED]

25X1 1 September: Four maintenance trucks [REDACTED]
25X1 which had apparently been at the repair shop previously, left the instal-
lation. (7)

25X1 [REDACTED] Comments.

- (1) This information confirms the well-known Zeesen branch plant of the 53d Central Repair Shop of the GOFU in Berlin-Oberschoenebeck, [REDACTED] up to early September 1951. For location and layout of the installation, see Annexes 1 and 2.
- (2) Except for Major Konnov, the names and assignments of these officers were previously known. Nazarov was apparently promoted to major recently.
- 25X1 (3) The previous assumption based on reports [REDACTED] that the discharge of German personnel will be limited to personnel employed by troop units and in special supply installations where increased security measures are required appears to be correct.
- (4) These large shipments of damaged motor vehicles have not yet been identified by observations of rail shipments. However, since Zeesen is a well equipped and modern repair workshop, it is well possible that the information is correct. Information available on the capacity of the Zeesen installation indicates that the repair of such a large number of trucks would require four months. Few workers would have to be hired, or the discharged workers rehired as the current repair work apparently continues at its previous level.
- (5) The arrival of new motor vehicles from the U.S.S.R. was once reported previously. Damaged motor vehicles from the U.S.S.R. or from the German theater of war have previously not been observed in Zeesen. If the information were correct, it might be inferred that the capacity of motor vehicle repair shops in the U.S.S.R. is so strained that vehicles have to be sent to Germany for repairs.
- (6) The transfer of the motor vehicle spare parts depot from Mildau to Ketschendorf near Fuersteneulde which had been under way since some time has been reported several times. [REDACTED]
- 25X1 (7) The motor vehicles observed at the installation belong to units of the GOFU:
19th Gds Mecz Div of the Third Shock Army
SCC
11th Gds Tank Div of the First Gds Mecz Army
9th Gds Tank Div of the Second Gds Mecz Army
army troops of the Second Gds Mecz Army
2d Gds AAA Div of the IV Army Corps
air force
12th Gds Tank Div of the Second Gds Mecz Army
20th Gds Mecz Div of the Eighth Gds Army
9th Gds Rifle Div of the Third Shock Army
MOB
10th Gds Tank Div of the Fourth Gds Mecz Army

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army troops of the Third Shock Army
army troops of the Third Cds Mecz Army
7th Cds Tank Div of the Third Cds Mecz Army
6th Cds Mecz Div of the Fourth Cds Mecz Army
8th Cds Mecz Div of the First Cds Mecz Army
32d AAA Div of the IV Arty Corps
rear services of the GQFC
corps troops attached to the LXXIX Corps of the Third Shock Army
6th Cds Tank Div of the Third Cds Mecz Army

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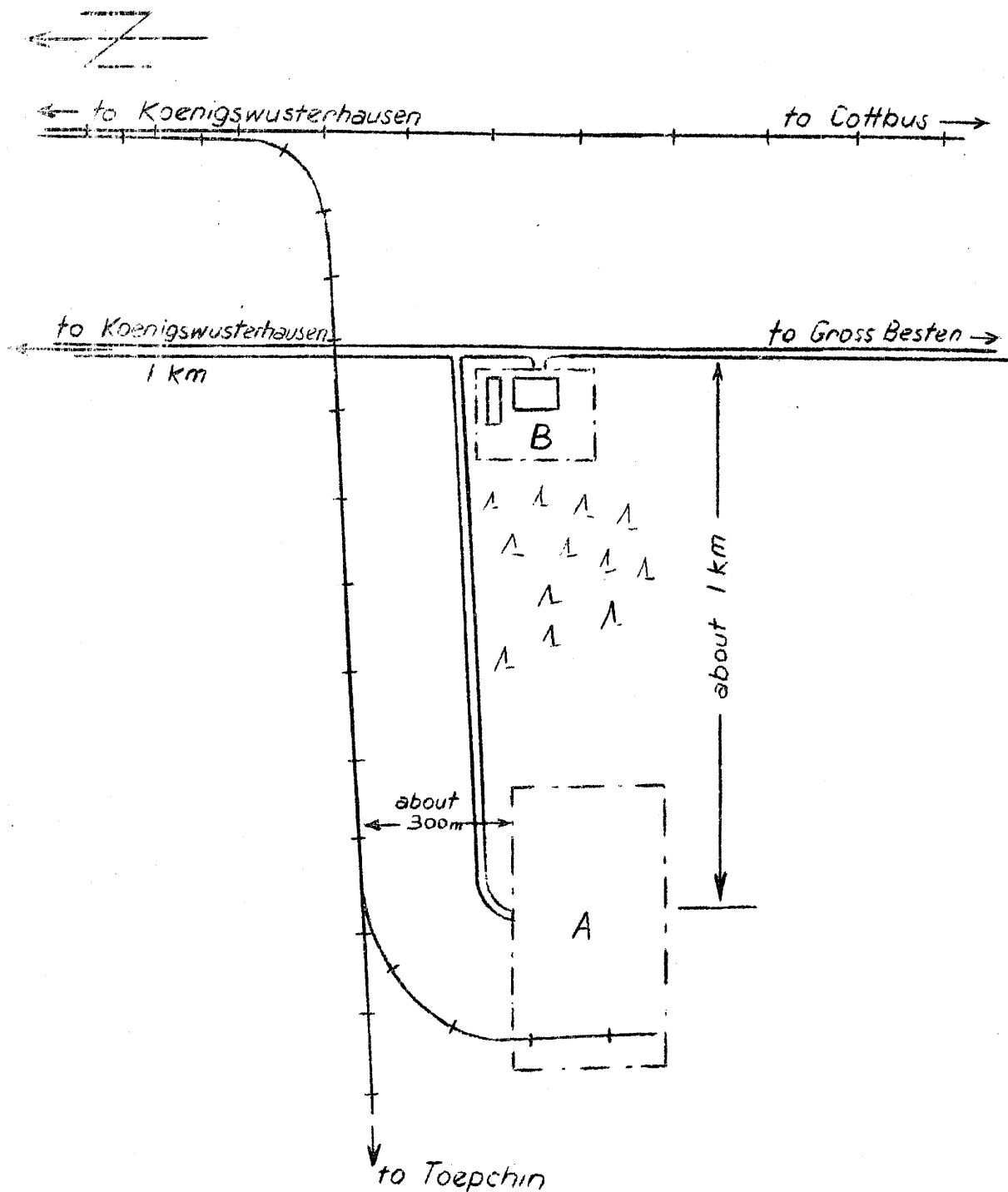
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Legend:

1. Dismantling shop.
2. Assembly shop, 200 x 20 meters.
3. Tank truck repair shop.
4. Two-story administration building.
5. Factory kitchen with HO (Trade Organization) shop.
6. Boiler house equipped with four boilers, one smokestack.
7. Main store house for materials of all descriptions.
8. Paint storage.
9. Storage of iron, brass and steel rods.
10. Storage of engine blocks overhauled at the MAC plant in Oberschoeneweide.
11. Carpenter shop.
12. Upholsterer's and glazier's shop.
13. Galvanizing plant.
14. Forge.
15. Lathe shop.
16. Paint shop.
17. Fire engine house.
18. Lathe repair shop.
19. Billets of the chief of the repair shop.
20. Barracks for firemen.
21. Guard house.
22. Carages.
23. Filling station.
24. German guards.

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Zeesen Motor Vehicle Repair Shop

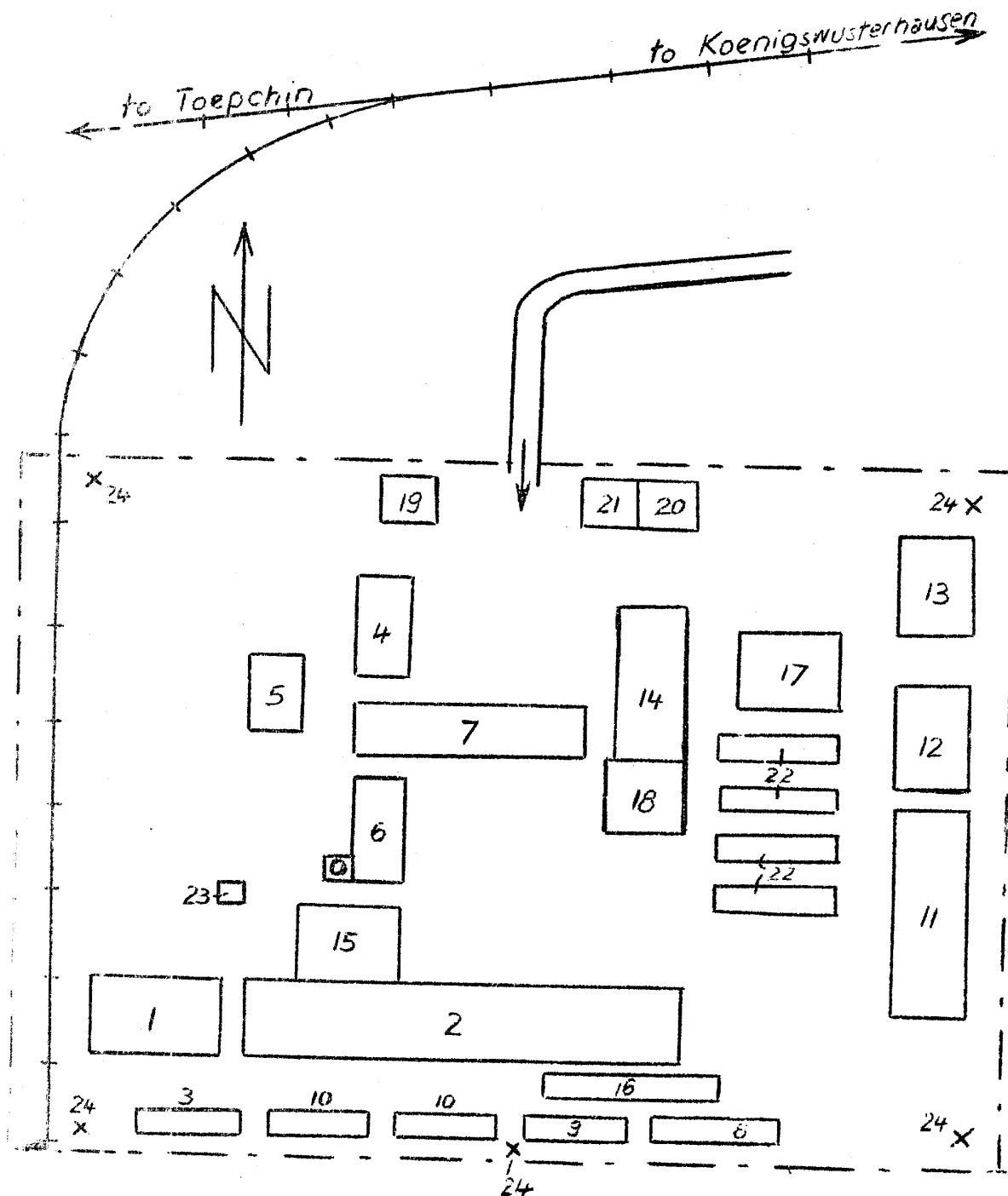


Legend:

- A Motor vehicle repair shop
- B Hospital

not to scale

Zeesen Motor Vehicle Repair Shop



Legend: See next page

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CPIC Central Motor Vehicle Repair Shop in Zeesen 25X1

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PAGES 5 ENCLOSURES (NO. & TYPE) 8 25X1

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